

INTIMATIONS

**A. S. WATSON
& CO., LTD.**

WINE & SPIRIT MERCHANTS.

CHAMPAGNE

DE

St. MARCEAUX & Co.

REIMS

VIN BRUT AND VERY DRY

VINTAGE 1906.

PRICE PER CASE:

1 Doz. Quarts	- - - \$63.00
2 " Pints	- - - \$65.00
4 " Splits	- - - \$68.00

CHAMPAGNE

DE

St. MARCEAUX & Co.

IS A

GUARANTEED VINTAGE

WINE.

It is the most Popular Wine in England and Europe to-day, and invariably figures on the menus of Banquets, Dinners, and Suppers given by reigning Monarchs, Ministers of State, Merchant Guilds, Sporting Clubs, etc.

CREME

D'EPERNAY

A CHAMPAGNE OF FINE QUALITY.

PRICE PER CASE:

1 Doz. Quarts	- - - \$36.80
2 " Pints	- - - \$39.00
4 " Splits	- - - \$41.20

[19]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telephone Address: PRESS.
Codes: A.B.C. 5th Ed. Lieber.
P.O. Box 34. Telephone No. 12.

BIRTH.

TAYLOR.—On December 24th, at Shanghai, to Mr. and Mrs. ALBERT TAYLOR, a son.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 29th, 1914.

APART from the active operations in connection with the war, the actual clashing of great armies, one of its most remarkable features is undoubtedly the easy manner in which LORD KITCHENER's call for "men—and more men" has been answered. While quite sympathetic with those who gallantly affirm that "only a KITCHENER could have done it," and also aware that the Yorkshire coast incident will further stimulate recruiting, the rally of men, of all stations in life, has surprised even those who claim to fully understand the mysterious characteristics of the English—an apparent studied indifference in face of real danger, which is but the veneer covering a tenacity renowned for plodding forward, and ever forward. LORD CURZON once referred to China as "that mysterious and inscrutable dominion which in its age is never old, in its decay is never feeble, and in its revolutions is never scattered." In a milder form this sentiment can be aptly applied to Great Britain. Even when war had enveloped us we had not ceased to hear warnings and forebodings: that Great Britain had become proudly listless, that the British people as a result, had adopted a tentatively indifferent

demeanour towards the menacing attitude of a country which was now about to devour us, and, weakened with these corroding influences, we were about to share the fate of a people whom GIBSON has so dramatically described to us. Unfortunately for himself and his people, KAISER WILHELM also thought that the history of Great Britain's rise and fall was about to be completed as the result of her people's shelving of the obvious. But what has happened? It is apparent that Great Britain is about to add yet another remarkable volume to her history of glorious achievements, by a further repetition of the traditional rising of her people to meet a great danger with that tenacity and doggedness that has ever been a distinguishing characteristic of the race in times of national crisis. The nation has revealed its real mind in the fact that within five months of the commencement of hostilities the military forces of the Crown have grown out of all likeness to the preconceived peace-time idea of the national requirements. The Expeditionary Force has been more than doubled in its despatched strength, and there is every indication that the original numbers will very soon be trebled. The regular reservists and the units of the special reserve are considered to be sufficient to replace all the casualties in this force for many months to come, and the Territorial Army which, at the beginning of the present year was 50,000 short of establishment, has not only rapidly made up this deficiency, but has greatly exceeded its original establishment; the acknowledged distaste in many quarters at the changed conditions between the old Volunteers and the new Territorials has been forgotten in the presence of danger. Units have increased until the Territorial battalions of most regiments have been at least duplicated, and in many cases are now four and five times as many as they were but a month before war broke out. "Yes," hark the GRUNDYS, "but these men will never be ready to take any real and useful part in the war." But these pessimists are wrong yet again. The class of recruits who have come forward are physically and mentally far superior to the former average, and these qualities, combined with greater enthusiasm, have produced remarkable results with but three months' training; though it has been real hard training joyfully performed. It has been proved by actual experiments that given picked recruits of certain mental attainments it is possible to make very fairly efficient infantry soldiers in six months, provided, also, that both recruits and instructors worked zealously to obtain this result. The instructors who have charge of LORD KITCHENER's great army had previously only dreamed of such keen and intelligent young soldiers in the making; young men who have come forward, not because the Army was the only employment which seemed to be left open to them, but with the knowledge that the country was threatened and men were wanted to fill the gaps and to increase the strength of the Army at the theatre of war. As a consequence, we find that in less than six months young men, who had never, previous to August 5th, thought of donning a military uniform, are considered quite capable of filling a regular's rôle, with equal keenness of purpose. Behind the forces which were established in the national mind before the war—the regular army, special reserve, and the under-establishment Territorial force—has come the beginning of a voluntary national effort and the formation of four brand new armies enlisted for the period of war. The recruits have come from every section of society. In the past many have been led into the belief that England, being an island, could rely upon the Navy entirely for defence; but we have swiftly learnt the necessity for a large army as well as a powerful navy, with the result that little is now lacking, and what is lacking will very shortly be supplied. Practically every retired officer has come forward as an instructor for the great new army, the musketry standard has surpassed that required for the regular forces, double company and battalion training is in progress, and the units hourly grow more efficient. The health of the new army is also excellent, and the earnestness to learn has always been present. Very shortly this national army will be ready to join the troops who have for the past five months so gloriously upheld the noble traditions associated with the history of the British Army—and the deriders of British traditions will be forced to perform a quick-change of face.

The Chinese Government has decided to give rewards to the Chinese inventors of airships, says the *Peking Daily News*.

A small contingent of R.G.A. drawn from Tientsin and other ports arrived in the Colony yesterday en route for the front.

Kobe's St. Andrew's Society contributed ¥1,000 to the Prince of Wales' Fund on St. Andrew's Day instead of holding the customary ball.

Messrs. L. E. P. Jones, G. V. Robins, P. Lamb and H. M. Hind, of Shanghai, who recently received commissions in the Army, have left for Home.

An article by Sir Francis Piggott on "The German Imperial-Colonial Blunder" is given first place in the November issue of the *Nineteenth Century*.

The death has occurred at Nagasaki, after a week's illness, of Mr. C. E. Boeddinghaus, who for over fifty years had been a resident of the port.

The only cases of communicable disease reported in the Colony last week were two fatal Chinese cases of diphtheria and one British (imported) case of enteric fever.

For the purpose of convenience, the Chinese Government propose to ask the Bank of Communications to act as agent for the keeping of Customs revenue in ports where there are no branches of the Bank of China.

Among local Volunteers who are shortly leaving the Colony for the front are Mr. A. Murdoch (of Messrs. Jardine, Matheson & Co.) and Mr. R. A. Stokes, a local solicitor. The latter has a commission in a Yeomany regiment.

Last week opium to the value of H.K. Tls. 70,000 was destroyed at the Signal Station, Pootung, Shanghai. The opium had been seized by the Chinese Maritime Customs during the past few months, and its destruction was witnessed by representatives of the Shanghai Magistrate and the Chinese Superintendent of Customs, the Pootung Magistrate and foreign officials of the Customs.

Rear-Admiral Ernest F. A. Gaunt, whose promotion to flag rank is announced, is not unknown to the old Triple Alliance. For his services during the Boxer outbreak as superintending transport officer at Weihaiwei he received the thanks of the German and Austrian Commander-in-Chief, and a few years later he was thanked by the Italian Chamber of Deputies for avenging the death of a naval officer belonging to that nation in Somaliland.

CAUGHT BY THE COAT-TAIL.

BOATMAN PREVENTS A CHINESE FROM COMMITTING SUICIDE.

The prompt action of a Chinese boatman in all probability saved the life of a would-be suicide recently. The boatman, who was standing on the Western Praya, observed a man walking along the sea-wall with a somewhat remarkable gait. The man approached quite closely, and then suddenly threw up his hands and attempted to jump into the water. The boatman, at the imminent risk of being pulled by the man's weight into the water, grabbed the other's coat, and held on to him, thus preventing the accomplishment of the would-be suicide's design.

At the Magistrate's yesterday, the man, Wing Sui Wa by name, was charged with attempting to commit suicide. A clansman of the defendant appeared, and consented to pay his passage back to his native country, which is in Yunnan. Inspector O'Sullivan undertook to look after the man meanwhile, and his Worship in these circumstances ordered defendant's discharge.

GENERAL BARNARDISTON.

FAREWELL MESSAGE TO JAPAN.

Before bringing his official visit to a close, Brigadier-General Barnardiston sent out, through the Kokusai Tsushinsha, the following farewell message to the Japanese Press and public:—

"I cannot leave Japan without expressing, to as many as it is possible to reach through the medium of the Press, my deep appreciation of the warmth of the welcome which has been given to me and the officers of my staff in Japan, and also to my wife and daughter. I desire to take this means of thanking all those who were so good as to come and greet us, and also the kind donors of the beautiful presents which we have received, all of which we value greatly. We regret that we cannot remain longer in this lovely land, of which we carry so many pleasant recollections.

"I am convinced that the news of the enthusiastic reception with which we have been honoured will go far towards strengthening the Alliance between our two nations and will result in the preservation of peace and the advance of civilization in the East."

THE FUTURE OF YOUNG MEN OF BRITAIN.

"The young men of Britain, whom Kitchener cannot cajole, will furnish a splendid asset in the ultimate prosperity and glory of the German Empire, in which they are destined to occupy a most important place."—*Frankfurter Zeitung*.

PAINTING BRITAIN BLACK.

GERMAN PRESS CAMPAIGN IN SOUTH CHINA.

The Canton correspondent of the *N.Y. Daily News* writing on the 17th inst. says:—

In the south, there are still articles and pamphlets issued, whose object is to bias the minds of Chinese readers, and inflame them against the British. One fails to see what serious advantage accrues to the authors from the publication of these fabrications, for the Chinese know little about foreign matters, and those few who take an intelligent interest in world wide affairs are certainly unable to do anything serious to assist the Germans or thwart the British. Yet the work goes on. That these emanate from German sources is clear enough, because many geographical names, which are translated into Chinese, appear also in their original form, and this is German and not English. The unworthy ambitions of the British are set forth and painted in the darkest colours. They have been a perfidious race for unnumbered years, it is said. They have conquered the lands that they have needed for their use without a thought for the feelings of those whom they have subdued. Recently they have determined to sweep into their lap that part of Asia that stretches from the Suez Canal even to the north of the Persian Gulf, and it is because of this, and because the German cannot let them proceed unopposed in their unrighteous march that England has declared war upon Germany.

Moreover, Britain, which poses before the world as a democratic country, has swept away all the chiefs that aforetime ruled in Egypt and in the Sudan, and has set up in their place a most tyrannical and autocratic government, whose one ambition is to get as much as can be squeezed out of the people and add as much glory as possible to the British nation. Therefore, it has been necessary to stir up the Egyptians to make a stand against their conquerors and therefore Germany, notwithstanding the fact that she is fighting the world, has still undertaken the task of supporting Turkey in this righteous task.

There is much more of the same sort of thing. The writer makes it out that Germany never wanted war with Great Britain, and it was nothing but the unconscionable jealousy of Britain, when she saw that Germany was at war with Russia and France, suddenly to attack her, and so to speak, stab her in the back. Amidst all this, however, there is the unblinking assumption that Germany will come out of the conflict victorious when her enemies will bite the dust, or if they do not get so close to the ground, they will have to kneel down and the foot of their conqueror will be placed upon their necks. What then will happen to Britain? The inference is clear enough. Moreover, all this is written to try to alienate the Chinese away from the obvious facts, and though, as I hinted above, I fail to see what good can come from this crusade, probably it will to some extent hinder for the time the good relations between Britain and China and make the latter fear to stand too closely by the country that is to be humbled. Certainly some of the statements are disgracefully untrue, and it seems to me that the writers must know that to be false.

It is much to be regretted that some pen does not translate the British Blue Book into easy Chinese, and send it forth throughout the cities of China, which might to some extent act as an antidote to the poison that is now being published from German sources. But the time will come when the facts will be known even throughout China, and then those who have fabricated and published such falsehoods will have to stand naked before this people, and their name will be smirched because of what they are trying to do to-day.

GERMAN TRADE IN CHANGSHA.

OPPORTUNITIES FOR BRITISH MERCHANTS.

A Changsha correspondent, writing to the *N.Y. Daily News* says:—

So far, no British merchant has come to take over the export business of German firms. Although it is quite true that many of the young Germans who left Changsha for Tientsin in August were not getting what a young Englishman would have called a "living wage," still a great deal of business was being done, and if British merchants were to come here they could capture much of it. That there is very little intercourse between the British and the few non-missionary German residents left in the port is chiefly the result of the actions of the latter in the earlier days of the war, when they were more sure of winning than they are, perchance, to-day.

THE NAVAL ACTION OFF THE FALKLANDS.

ENTHUSIASM AT BRILLIANT ASSESSMENT OF BRITISH NAVAL SUPREMACY.

There were world-wide rejoicings throughout the Empire at the naval victory off the Falkland Islands, and much enthusiasm was shown in the United States.

The King telegraphed to Admiral Sturdee and his officers and men his congratulations. General French says that the Army in France warmly congratulates the Navy on a brilliant victory and also the Admiralty on having practically swept the seas clear of the enemy. The British and French Admiralty have also congratulated the fleet.

The French Press has glowing comments on the brilliant assertion of British naval supremacy. Petrograd is also enthusiastic and the Argentine papers are overjoyed. The secret of Admiral Sturdee's departure was well kept. He was supposed to be at the Admiralty working as Chief of the War Staff.

WHAT GERMANY REALLY THINKS.

BEHIND THE SCENES IN BERLIN.

"THEY KNOW THEY ARE BEATEN."

FIGHTING TO OBTAIN THE BEST TERMS.

The present state of Germany, the difficulties with which she is confronted, and the growing despair of the official classes are subjects discussed in an important and weighty article which appears in the *Daily Telegraph* from the pen of an American, familiar with life in Berlin, who has recently returned from that city.

It would be a great mistake, he says, for the English nation to deceive themselves with the belief that the German people are opposed to the Prussian military clique.

THE WAR POPULAR.

At no time have the Emperor and the Crown Prince been more popular than at the present. At no time has the personal ascendancy of influence of the Emperor been greater. Even the extreme Socialists have joined hands with the Prussian Junker to see the war through. Those who expect to see a sudden outburst of Socialism which will force the Government to make peace are living in a fool's paradise. In just such a one were the Germans living when they believed the outbreak of war would be the signal for an insurrection in Ireland. Amongst the various German tribes the war is equally popular. There is no chance of the Bavarians, Saxons, or Württembergers breaking away from Prussia. All intend to stand or fall together.

THE GREAT HOPE OF THE ALLIES.

While the German losses have been immense there seems to be an inexhaustible supply of men.

There is one fact which both the German military and civil mind seems incapable of grasping. This is the futility of throwing away lives in continual offensive movements long after all real hope of their ultimate success has vanished. In this lies the great hope of the Allies. The German armies are slowly, but none the less surely, exhausting themselves in a series of minor offensive movements long after the only prearranged grand offensive conceived before the war has failed.

The Germans do not underrate the prowess or skill or numbers of the Russians, but they are firmly convinced that they can easily hold back the enemy, even although he may pass the frontier at points.

The Germans rely on the constant intervention of the Austrians on the Russian flank in any attempt to invade Germany through Poland, and also on the resistance of Cracow, which will guard the road to Breslau for a long time to come. I have noticed that all German plans of a defensive campaign against Russia are based on their own powers of resistance alone, and do not include any aid which Austria may be able to lend. The Germans still hope great things from the powerful Austrian armies, but they are building no castles in the air which may crumble away if these hopes are not realised.

AMMUNITION PROBLEM.

Germany has supplies of men to keep the war going for an indefinite period, and there is absolutely no shortage of food, but there is a terrible scarcity of rubber.

More serious still is the shortage of copper, which is essential for the manufacture of shells and ammunition. The Germans are very alarmed at their failure to obtain any further supplies of this all-precious material. They simply do not know which way to turn for it.

I have every reason to believe that the supply of gunpowder is causing the General Staff the gravest anxiety. They lack saltpetre and the nitrates necessary for its manufacture. They carefully avoid giving direct answers to all questions on this subject and prefer to turn them away with some feeble excuse. When asked why they are using old ammunition they state, "We wish to get rid of it." I do not mean to imply that there are not still immense reserves of ammunition in the country, but from my inquiries I am convinced that even on a scale vastly below the present they will be unable to carry on the war for this reason alone after next June. I am sure that the most vital considerations of this struggle are Germany's lack of copper and gunpowder or the essentials necessary to make the various explosives now in use.

WILL THE FLEET COME OUT?

With regard to the inactivity of the fleet the writer of the article says:—

I have talked with many Germans over the inactivity of their fleet. I have pointed out that there is not a single case in the history of naval warfare where a fleet which had allowed itself to be blockaded has ever emerged safely or with credit from the struggle. I am convinced that the Germans will do anything rather than seriously risk their fleet in a general action. They regard its safety and retention intact as being essential to any peace negotiations with the Allies. They would rather lose large stretches of land than risk the total destruction of this weapon peculiarly forged for use against England. I consider it extremely improbable that the Germans will come out and really fight at sea. They may attempt short excursions and raids, but will never risk having their lines of communication cut.

ADMISSIONS OF DEFEAT.

Discussing the ultimate outcome of the war, the writer says:—

In their inner hearts the German official classes realise quite well that there can only be one result to the present struggle in Europe. They know, in fact, that they are beaten. They realise that the odds against them are too great. They are fighting now to obtain the best terms possible. They are determined to fight to the bitter end rather than yield, and they are equally determined to hold on to Belgium and to preserve their fleet, as they are the only two weapons left with which they can obtain favourable terms. They hope by prolonging the war to exhaust the patience and endurance of the Allies. They hope to offer such a strenuous resistance on both frontiers that rather than continue the war the Allies will meet them halfway.

I have spoken with many who frankly admit they expect to lose Alsace and Lorraine. On their eastern frontiers they expect to lose part of East Prussia so that Russia can straighten out its frontier. They expect Austria to lose Galicia for a like reason. All they hope is to preserve the unity of Germany and to save what remains of the empire. The official classes, society, in fact all those who know, keep up a smiling face. At heart they are in despair, because they know that, however long they continue their resistance, before a year is out the lack of certain essentials in the destruction of mankind will bring them up against a stone wall, in which there is no exit except by the acknowledgment of their defeat.

IN THE TRENCHES.

EFFECTS OF THE COLD WEATHER.

The following extract is from a descriptive account communicated by an Eyewitness present with General Headquarters:—

November 23rd, 1914.

As regards the progress on our immediate front affairs remain in *status quo*, and there is no change to record except a climatic one, which has, in this quarter, really affected both sides more than any operations. The cold which set in on the 20th has continued without break. For three days hard frost was accompanied by brilliant sunshine, but to-day, though the cold continues, the sky is clouded over. According to local authorities and gazetteers the climate of the Pas de Calais is not subject to extremes of temperature, so it is to be hoped that the present severe weather, which is causing great hardship to the troops, in spite of the welcome sunshine, may prove to be only a cold "snap."

It is true that since the snow has frozen hard the men in the firing line are no longer suffering the misery of living in mud and slush which culminated on the evening of the 19th, but it is almost impossible for them to keep warm at night in the open trenches. To give some idea of what life means under such conditions it may be mentioned that many men are so stiff that they have to be lifted out on relief and that some have been admitted to hospital suffering from frostbite. Beyond the hardship inflicted on individuals the change in the weather has chiefly affected aerial reconnaissance and the question of transport.

The former has been much facilitated in two ways. In the bright sunlight and through the clear atmosphere the whole landscape is very clearly visible even from the height at which our balloons are forced to fly by the hostile anti-aircraft guns, while against the white background of snow, entrenchments, roads, transports, rolling stock, and troops show up most distinctly. On the other hand, the present cold experienced at high altitudes, intensified by the speed at which the aeroplanes travel through the air, greatly increases the rigour of the work. In spite of the employment of every device for retaining warmth, both pilots and observers have on some recent occasions returned so numb that they have had to be lifted from their machines.

The difficulty of transport and communication has to some extent been reduced by the cold, for as the coating of ice has been worn off or ground up the *pave* has become far less slippery than it was when damp and greasy, while for the heavy motor-lorries the frozen ground on the sides of the roads is naturally better than a foot of slippery mud.

THE UNSOUND CHARGE.

A BERKSHIRE MAN'S STORY OF A SURPRISE.

How German brutality was avenged by the 1st Battalion Royal Berkshire Regiment is told by Lance-Corporal Wimpenny, of that regiment, in a letter from the front to a friend at Wokingham. He says:—

We had been in the trenches under shell fire for three days when the Germans found that they could not crush us by fair means. They drove all the women and children they could find across the danger zone, and advanced behind their cover. We should have fired by rights, but when the commanding officer looked over his shoulder he said, "Boys, I was going to ask a question, but I can see the answer in your eyes." He added, "Thank God, I am an English officer." These were his last words, for his right shoulder was smashed to pieces a moment later by shrapnel.

We waited our time, and the enemy were fairly caught. The charge was given by word of mouth, and not sounded as it usually is by trumpet. The strange part was that we had got close up before the Germans discerned our movements, and it was then too late for them to extend. Some fought well. . . . Out of 1,800 Germans only five were left standing and they were captured.

FRENCH SOLDIER'S STORIES OF NIGHT FIGHTING.

An amusing letter from a soldier describing the tricks played in the trenches has been published by the *Echo de Paris*.

The writer says: "At first the 'Boches' used to catch us napping, but now we pay them back in their own coin. In the evening, as soon as it is dark, we start off, crawling in batches of ten, turn and turn about, with our wallets full of empty meat tins, and when we are within 150 yards of the 'Boches,' still flat on our stomachs, we gently deposit our tins, and then quickly make our way back to our trenches. "At about eleven o'clock or midnight we start to shout, 'Forward, forward, fix bayonets,' but, of course, we don't budge. The 'Boches,' thinking that we are going to skewer them, come out of their burrows and make for us. When they get to our tins they trip up over them and kick them, making a loud din. "We know exactly how far the tins are off, and have our sights fixed accordingly. Then we let fly at them. Result next morning, thirty or forty 'Boches,' sometimes more, laid out. We have practically no losses."

In the middle of November, the Manchester figure for recruiting was 50,000; that of Glasgow over 30,000.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 55. Telephone No. 12.
Codes: A.D.C. 5th Ed. Lieber's.
Telegraphic Address: "Press."

NEW ADVERTISEMENTS

IN THE MATTER OF THE COMPANIES' CONSOLIDATION ACT 1905,
AND
IN THE MATTER OF NATIONAL BANK OF CHINA, LIMITED
(In Liquidation).

NOTICE IS HEREBY GIVEN that a FIFTH RETURN OF CAPITAL and DIVIDEND at the Rate of FIFTY CENTS (Hongkong Currency) per Share will be paid on and after WEDNESDAY, the 30th day of December, 1914, to Registered Holders of A and B Shares upon application to—

In the case of Shares on the London Register:—
Messrs. LOWE, BINGHAM & MATTHEWS,
Thornes Chambers,
Ingram Court,

187, Fenchurch Street, LONDON, E.C.
In the case of Shares on the Colonial (Hongkong) Register:—
Messrs. LOWE, BINGHAM & MATTHEWS,
New Government Building,
HONGKONG.

Share Certificates must be produced for endorsement.

A. R. LOWE,
Liquidator.
Hongkong, 28th December, 1914. [1495]

AMERICAN CONSULATE GENERAL
VISA OF PASSPORTS.

NOTICE IS HEREBY GIVEN that all American Citizens intending to travel in Italy, France and French colonies and Germany must possess PASSPORTS and all Passports must be issued by the Consular or Diplomatic Representatives of the Respective Countries. It is advisable also that Americans travelling to other European Countries should have Passports properly issued.

GEORGE E. ANDERSON,
American Consul-General.
Hongkong, 28th December, 1914. [1463]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:—
Far Eastern News.

Leading Articles:
Education in Agriculture.
The Manchurian Irreconcilables.
Egypt a British Protectorate.
Chinese Moslems and the War.
China's Parliament.
Christmas Day, 1914.
Political Crisis in Japan.

Hongkong:
Cargo at Tsingtau.
Kowloon Flour Mill Collapses.
Appointments.
Supreme Court.
The Prevention of Piracy.
Yuletide in Hongkong.
Ordination at the Cathedral.
Maximum Retail Price of Sugar.
A Scene in Wanchai.
London Mail for the Far East Lost.
Temporary Commissions in the New Army.
Six Weeks on the Seas in War Time.
Y.W.C.A. Sale of Work.
Hongkong Tramway Co., Ltd.
Price Distributions.
Institution of Electrical Engineers.
Insurance Against Capture of Cargo in Neutral Vessels.
Captured Vessels.
Moving Picture Shows in the Far East.
Hongkong Police Promotions.
British Efforts for German Trade.
The Floating Mines Danger.
The Coronation of the Japanese Emperor.
Hongkong Legislative Council.
Embargo on Export Removal.
Proposed University for the Straits Settlements.
Company Meetings:—
Ewa Cotton Mill.
Chinese Engineering and Mining Co., Ltd.

Money-Changers.
A Griffin's Christmas Diary.
Christmas in Hongkong.
British Soldier's Death in Hongkong.
Hongkong Clerk's Tragic Death.
Death of Mr. J. A. Maitland.
Attempted Robbery in the Eastern District.
M.S. An Industry.
Miss Kadoorie School.
European Historist and Indian Sentences.
Wedding at the Cathedral.
The Nippon Yusen Kaisha.
Telegrams.
Authorized Persons Allowed to Enter
Prison.
Flood Relief Fund.
Nerve Tumors in Handwriting.
Chinese Bank Attacked by Pirates.
Accident at the "Benlowers."
Local Sport.
Notes from Tokyo.
American Star Fined for Drunkenness.
"Chin" Miss. "Chin"
Draw for Subjunctive Griffin.
Naval Operations in the Far East.
Golf at Pochoy.
Commercial Shipping.

Extra Copies 30 cts. each. Cash.
Copies can be posted from this Office to addresses sent; including postage 34 cents each.
[1] Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage extra.
Hongkong, 29th December, 1914.

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Final Dividend on Shares for the year ending 30th June, 1914.

THE Board having declared a FINAL DIVIDEND of 5% (Five per cent), free of Income Tax, making a total of 10% for the year ending 30th June, 1914. Holders of Bearer Shares and Holders of Dividend Warrants received from London on account of Registered Shares will be paid their Dividend on presenting No. 4 Coupon of the Bearer Shares and Dividend Warrants on Registered Shares to any of the following Banks at Shanghai or Tientsin:—
THE HONGKONG & SHANGHAI BANKING CORPORATION.
THE CHARTEBANK OF INDIA, AUSTRALIA AND CHINA.
THE RUSSO-ASIATIC BANK.
THE BANQUE BELGE POUR L'ETRANGER.
The Payment will be made in either Dollars or Taels, as the Holder may wish, at the buying rate of exchange of the day.

KAILAN MINING ADMINISTRATION,
General Manager.
Hongkong, 21st December, 1914. [1484]

WANTED.

A SECRETARY for the HONGKONG CLUB. Must be single. Apply with particulars of qualifications to—

THE CHAIRMAN,
HONGKONG CLUB,
Hongkong, 22nd December, 1914. [1480]

WANTED.

EUROPEAN SECRETARY for a Local Company.

Apply—
"X. Y. Z."
Care of "Daily Press" Office.
Hongkong, 21st December, 1914. [1468]

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

[1178]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. Schoolhouse by the sea. Recreations:—Swimming, boating, cricket, football, etc.
For terms, apply to the Headmaster,
HERBERT L. BEER, L.F.O.
1843.

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.
NOMURA HOTEL,
15, 16 and 17, Connaught Road,
Telephone No. 400.
Hongkong, 30th July, 1914. [892]

COME AND INSPECT OUR
GRAND BAZAAR OF TOYS

AND
CHRISTMAS GOODS.

The Cheapest in the Colony.

GRACA & CO.,

Hongkong Hotel Building, Pedder Street,
and No. 11a, Cause Road. [1294]

YEW LEE.

AN CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS
AND COMPAGNONS,
15, LEE YUEN STREET, WEST.

Telephone No. 1230.
Hongkong, 27th October, 1914. [1295]

SINGON & CO.
ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants,
Wholesale and Retail Ironmongers, Pig
Iron and Foundry Coke Importers, General
Storekeepers and Shipchandlers, Nos. 35 and
37, KING LOONG STREET 2nd St. West of
Central Market.
Telephone No. 515. [145]

TO LET

TO BE LET.

FIRST FLOOR of 11, Queen's Road
Central, from 1st March next, now
occupied by the Telephone Company.

Apply to—
THE MERCANTILE BANK OF
INDIA, LTD.
Hongkong, 9th December, 1914. [1433]

QUEEN'S BUILDING.

TO LET, the South-West portion of the
FIRST FLOOR, including Treasury,
on Ground Floor, lately in occupation of the
Gurman Bank.
GODOWN, No. 9, Ice House Street.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st December, 1914. [835]

BRITISH CONCESSION, SHAMEN.

TO LET.

From 1st January, 1915.

SHOPS, OFFICES and FLATS (Furnished
or Unfurnished).
Apply—
THE MANAGER,
The Victoria Hotel, Canton,
Canton, 24th December, 1914. [1487]

INTIMATIONS

LANE,
CRAWFORD & Co.

(TELEPHONE 1741.)

LONDON MADE

DRESS SHIRTS

\$3.50 to \$5.00 each.

COLLARS

\$4.50 per doz.

DRESS SOCKS

From \$1.00 per pair.

WHITE GLOVES

\$1.75 per pair.

MUFFLERS.

TIES.

ETC.

BOOTS AND SHOES

PATENT BUTTON BOOTS

\$13.50 per pair.

PATENT LACE SHOES

From \$7.50 per pair.

PATENT PUMPS

From \$7.50 per pair.

LANE, CRAWFORD & CO.

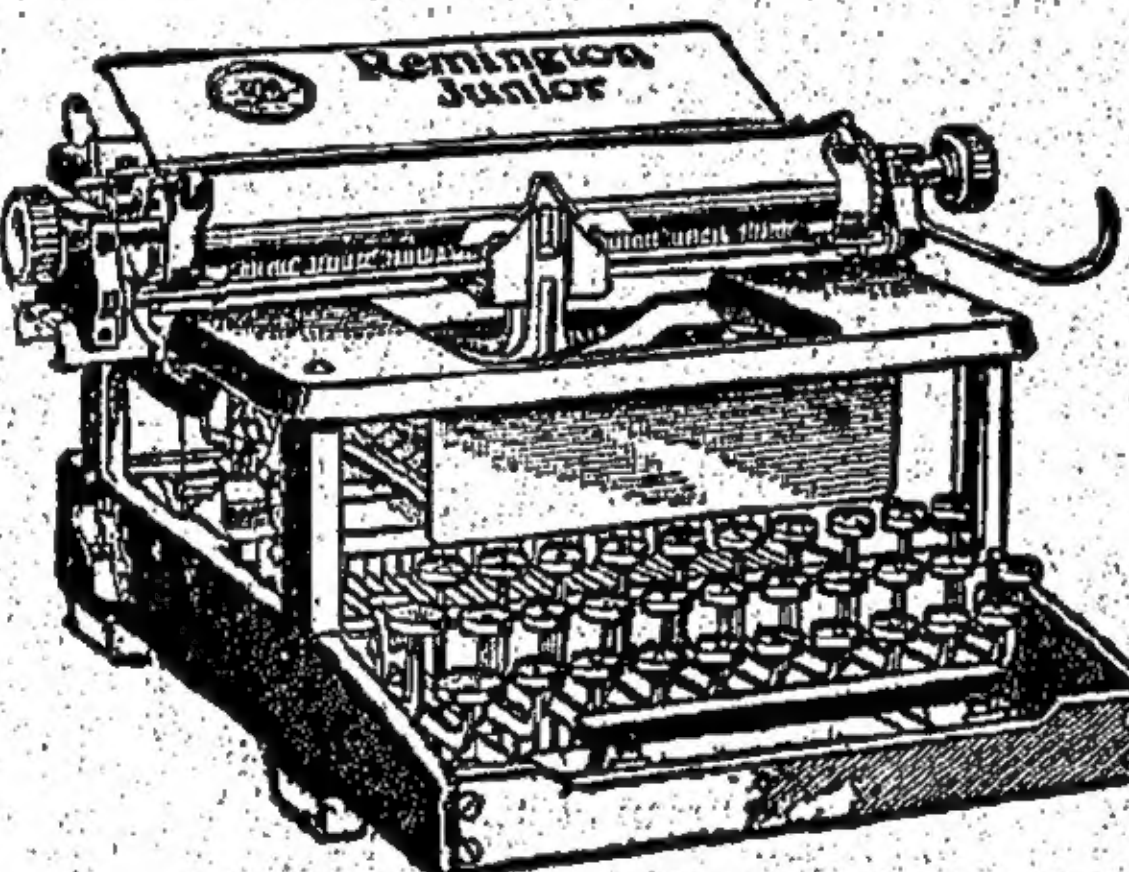
REMINGTON JUNIOR.

"A LONG FELT WANT SUPPLIED AT LAST."

"THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS,
DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN,
ETC., ETC.

SPECIAL FEATURES:
Simplicity, Compactness, Durability, Portability. Weight 16 lbs. in leather travelling case 21 lbs.



The Remington "JUNIOR" is a Typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction, visible writing, back spacer, automatic ribbon movement, improved paper feed, and release, etc., etc.

It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Model.

It is built for the non-user, for the immense army of people who need a Typewriter and have always needed one, but who would not get the Standard Model because their requirements are different. In one word, it is built for people who will operate their own Machine.

For further particulars, catalogues, etc., apply—

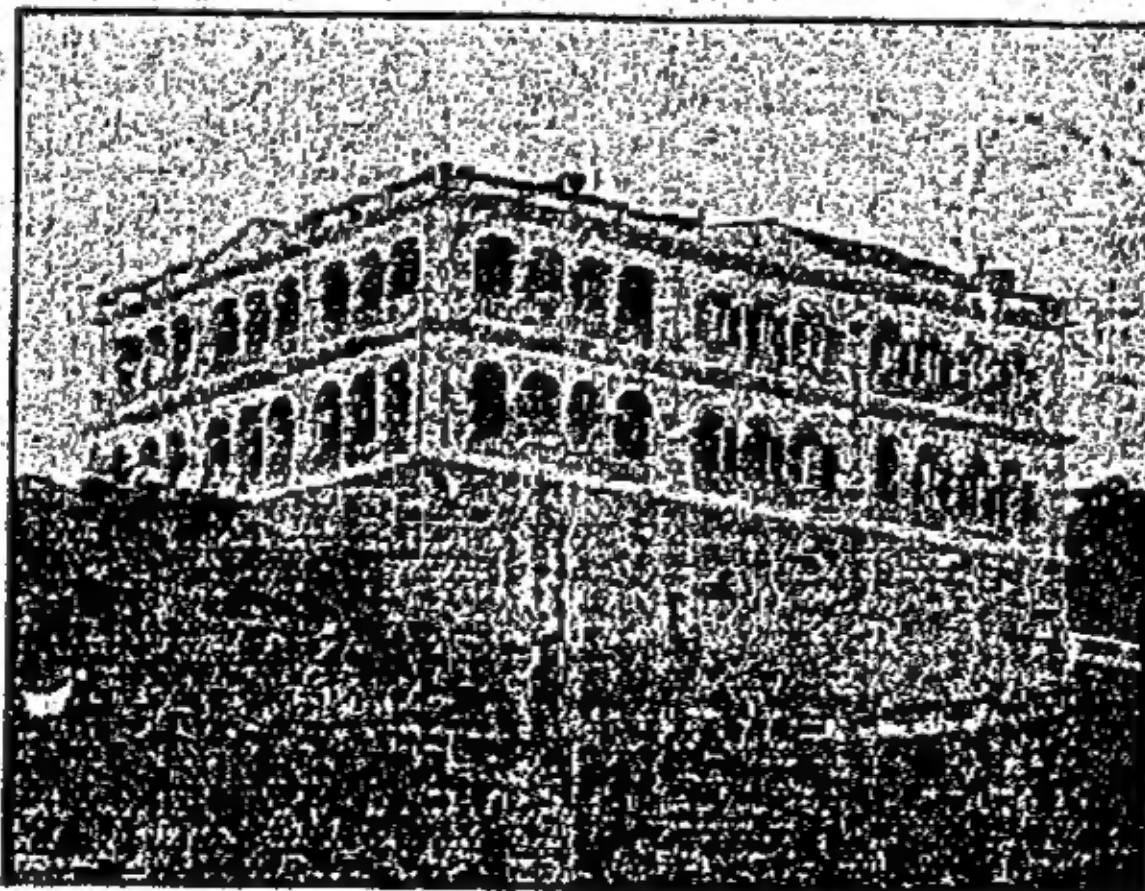
REMINGTON TYPEWRITER CO.

(INCORPORATED), NEW YORK.

HONGKONG AGENCY, QUEEN'S BUILDINGS.

Hongkong, 30th November, 1914. [1398]

BOA VISTA HOTEL.



MACAO.

THE above HOTEL is now under NEW EUROPEAN MANAGEMENT.
Tourists and Visitors are Guaranteed every comfort and an excellent Cuisine.
Best attention and moderate rates.
For Particulars apply to—

Hongkong, 21st December, 1914.

THE MANAGER. [1466]

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE.

Apply—
H. E. POLLOCK,
5, Queen's Road.
Hongkong, 3rd December, 1914. [1412]

TO LET.

NO. 163, THE PEAK, "THE KENNELS."

Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st December, 1914. [1291]

TO LET.

NO. 2, OBSERVATORY VILLAS.

Apply—
ARRATON V. APCAR & Co.
Hongkong, 10th December, 1914. [1440]

TO LET.

OFFICES in Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 6th November, 1914. [1329]

ENTERTAINMENTS

A. D. C.

PRESENT AT THE

THEATRE ROYAL

FOR TWO PERFORMANCES ONLY

ON SATURDAY, JANUARY 2ND, AT 9.15 P.M.

AND

WEDNESDAY, JANUARY 6TH, AT 4.30 P.M.

A FAIRY BALLET,

ENTITLED

"SNOWWHITE AND THE FROG PRINCE."

IN 3 PARTS AND 4 TABLEAUX.

IN AID OF

THE BELGIAN RELIEF FUND.

UNDER the Distinguished Patronage of H.E. Sir F. H. MAY, K.C.M.G.,
Major-General F. H. KELLY, C.B., and Commodore R. H. ANSTROTHER, C.M.G.

Booking at MOUTRIE'S from TUESDAY, December 22nd, at 9 A.M.

PRICES AS USUAL.

MATINEE—Children Half-Price.

Soldiers and Sailors in uniform admitted at Half-Price to the Pit.

Hongkong, 16th December, 1914.

AUCTION.

PUBLIC AUCTION.

A VALUABLE COLLECTION OF

ANTIQUE CHINA AND CURIOS

(Just arrived from the North, being the Property of the well-known Collector,
Mr. LAE VEN KEE).

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (TUESDAY),

THE 29TH DECEMBER, 1914, COMMENCING AT 2.30 P.M., AT HIS
SALES ROOMS, DUBDELL STREET,

A VALUABLE COLLECTION OF ANTIQUE CHINA AND
CURIOS FROM SUNG TO MING DYNASTIES AND KANGHI
TO TOWKWONG PERIODS.

COMPRISING:—

3-Coloured and Blue and White VASES, PLATES, BOWLS and FIGURES,
etc., etc.

SANG-DE-BEUF VASES, LARGE WHITE AND CRYSTAL GODDESS
MERCY (MING).

LARGE BRONZE VASES (SUNG).

FINE CRYSTAL VASES AND SNUFF BOTTLES.

PORCELAIN AND AGATE SNUFF BOTTLES.

GREEN AND RED JADE ORNAMENTS.

OLD LACQUEURED SCREENS WITH 5-COLOURED DECORATION

AND BLACKWOOD

SCREENS WITH BLUE AND WHITE 5-COLOURED KANGHI AND

KIENLUANG PORCELAIN.

PLAQUES, POTTERY AND PORCELAIN PICTURES INLAID IN

WOOD, ETC., ETC.

ALSO

A FEW PIECES OF FINELY CARVED SOOCHOW RED WOOD.

N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the
articles offered.

On View from SATURDAY, the 26th December, 1914.

Catalogues will be issued.

TERMS:—Cash on Delivery.

Hongkong, 21st December, 1914.

GEO. P. LAMBERT,

AUCTIONEER.

[1467]

TO LET

TO LET.

IN ALEXANDRA BUILDINGS,
VERY CONVENIENT OFFICES
and ROOMS. Including a Fine Commodious
Suite.

Apply—
SECRETARY,
A. S. WATSON & Co., LTD.
Hongkong, 23rd October, 1914. [1323]

TO LET.

HOUSES in CLIFTON GARDENS,
Conduit Road.

1, HILL SIDE, 110, THE PEAK.

GODOWNS, New Frays, Kennedy Town.

GODOWNS, at Wanchai Road.

Apply, etc.

THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.

Hongkong, 1st December, 1914. [1361]

TO LET.

RAVENSHILL WEST, No. 3, Park Road,

Apply to—

DEACON, LOOKER, DEACON &
HARSTON,

Hongkong, 29th October, 1914. [1305]

TO LET.

A HOUSE in Knutsford Terrace,

Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 4th December, 1914. [1419]

TO LET.

NO. 5, CONDUIT ROAD—Repaired.

Repainted and thoroughly Renovated.

Complete Installation of Electric Lights
including Fittings. Can be occupied
immediately.

RICHMOND HOUSE, 11, Robinson Road

Now under repair. Can be renovated and
re-painted to suit tenant's taste. Garden and
Tennis Court.

For further particulars apply to—
H. M. H. NEMAZEE,

10, Des Voeux Road.

Hongkong, 3rd November, 1914. [1319]

TO LET.

OFFICES in St. George's Building,
Second Floor, Overlooking Harbour,
immediate possession.

Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [1087]

TO LET.

TO LET.

FLATS in Humphrey's Buildings and
Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.

FOUR-ROOMED HOUSES at Kowloon

Apply to—

HUMPHREYS ESTATE & FINANCE

Co., LTD.,

Alexandra Buildings,

Hongkong, 12th November, 1914. [1345]

TO LET.

NO. 19, BELILIOS TERRACE.

"ROGATE," Austin Road, Kowloon, from

1st February, 1915

No. 62, THE PEAK (No. 2, CAMERON

VILLAS) Furnished.

"KIRKENDON," Park Road, No. 122,

Plantation Road, Peak.

"BEACONSFIELD," Battery Path,

No. 69, THE PEAK (5 CAMERON VILLAS).

Small Bungalow adjoining "GLENSHIEL,"

Hongkong, 8th June, 1914. [143]

SHIPPING

ARRIVALS.

CALCUTTA, British str., 4,278, R. T. Jones, 28th December—Victoria, B.O. 28th December, General.—Butterfield & Swire.

CHONGKING, British str., 1,989, McC. Liddell, 28th December—Tientsin 21st December, General.—Jardine, Matheson & Co.

FUSUMI MARU, Japanese str., 6,573, S. Iriawari, 28th December—Yokohama 16th December, General.—Nippon Yusen Kaisha.

HUB, French str., 709, A. Cornelissen, 28th December—K. C. Wan 27th December, General.—A. R. Marty.

KENKON MARU, No. 5, Japanese str., 2,109, S. Sasaki, 27th December—Chingwan-ko, General.—Order.

KIYO MARU, Japanese str., 5,757, H. Nagao, 28th December—Toyo Kisen Kaisha.

LUCHOW, British str., 1,231, J. McCall, 27th December—Shanghai 24th December, General.—Butterfield & Swire.

NEHA, French str., 5,538, Vallat, 28th December—Shanghai 25th December, General.—Messageries Maritimes.

PERLUS, British str., 4,800, H. Nicholas, 28th December—Shanghai 25th December, General.—Butterfield & Swire.

PERSEUS, British str., 4,299, Riepenhausen, 28th December—Liverpool 24th December, General.—Butterfield & Swire.

STANDARD, Norwegian str., 604, H. N. Bull, 28th December—Swatow 27th December, Rice.—Thorner & Co.

UNCAR, British str., 2,807, T. Stewart, 28th December—London 28th December, Liquid Fuel.—Standard Oil Co.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

THE Company's Steamship

Captain Villat, will be despatched for MARSEILLES, without transshipment, TO-DAY, 29th December, at 1 P.M. Ports of Call: SAGON, SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID.

P. THOMAS, Agent.

Hongkong, 28th December, 1914. [2]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA PANAMA CANAL. S.S. "CHALISTER" On or about 30th Dec. For Freight and further information, apply to—

DODWELL & Co., Ltd., Agents.

Hongkong, 9th December, 1914. [1441]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"NAGOYA," Captain W. H. Sweny, R.N.R., carrying His Majesty's Mails, will be despatched from this port for LONDON, on FRIDAY, the 1st January, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s a.s. "MORI," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 19th December, 1914. [1]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 28th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.55	30.30	30.28
Temperature	61	58	65
Humidity	73	74	65
Wind Direction	NNE	NNE	West
Force	1	2	2
Weather	0	0	0
Rain	0	0	0

Highest open air Temperature on 27th .. 61
Lowest open air Temperature on 27th .. 54

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Tuesday, 29th Dec. Noon.
HAIPHONG	"LOKSANG"	Wednesday, 30th Dec. 8 A.M.
SHANGHAI	"CHIPSING"	Thursday, 31st Dec. Noon.
MANILA	"LOONGSANG"	Saturday, 2nd Jan. 3 P.M.
SHANGHAI	"KWONGSANG"	Sunday, 3rd Jan. D'light.
SHANGHAI	"LIENSING"	Sunday, 3rd Jan. D'light.
KOBE	"FAUSANG"	Sunday, 3rd Jan. D'light.
SHANGHAI	"HANGSANG"	Tuesday, 5th Jan. D'light.
TIENTSIN via SHANGHAI	"CHEONGSING"	Tuesday, 5th Jan. D'light.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 5th Jan. 3 P.M.

The Steamers "KUSANG," "NAMSANG," and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time compiled 20 days. This service is supplemented by the "YATSHING," "KUMSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time compiled 20 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 29th December, 1914.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	MERIONETHSHIRE	Brit. str.	—	W. H. Sweny, R.N.R.	JARDINE, MATHESON & Co., Ltd.	To-day.
LONDON via USUAL PORTS OF CALL	NAGOYA	Brit. str.	—	W. H. Sweny, R.N.R.	P. & O. S. N. Co.	On 1st Jan. at Noon.
LONDON & SINGAPORE via PENANG, COLOMBO, &c.	NAGOYA	Brit. str.	—	W. H. Sweny, R.N.R.	P. & O. S. N. Co.	On 1st Jan. at Noon.
MARSEILLES via PORTS	FUSHIMI MARU	Jap. str.	—	Trizawa	NIPPON YUSEN KAISHA	To-morrow, at 10 A.M.
MARSEILLES, B.C. & SHANGHAI via SHANGHAI, &c.	NEHA	French str.	—	Vallat	MESSAGERIES MARITIMES	To-day, at 1 P.M.
VICTORIA, B.C. & TACOMA via KIDZUNG & JAPAN	SHIDZUKA MARU	Jap. str.	—	Deguchi	NIPPON YUSEN KAISHA	To-day, at Noon.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	CANADA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 6th Jan. at 3 P.M.
VICTORIA, B.C. & TACOMA via KIDZUNG & JAPAN	GLONGYIN	Brit. str.	—	T. Hamada	JARDINE, MATHESON & Co., Ltd.	On 16th Jan.
NEW YORK via PANAMA CANAL	ACACIA MARU	Jap. str.	—	A. Zeeder	OSAKA SHOSEN KAISHA	On 28th Jan. at 3 P.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SHIBUKAWA	Brit. str.	—	—	DODWELL & Co., Ltd.	About 30th inst.
SAN FRANCISCO via MANILA & JAPAN, &c.	CHITO MARU	Am. str.	—	—	PACIFIC MAIL S.S. Co.	To-day, at 1 P.M.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	CHINA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 5th Jan. at Noon.
AUSTRALIAN PORTS via MANILA	KIYO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 9th Jan.
AUSTRALIAN PORTS	NAKEO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 18th Jan. at Noon.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	ADENHAM	Brit. str.	—	G. L. Smith	GIBB, LIVINGSTON & Co.	On 28th Jan. at 11 A.M.
JAPAN	KATHIWAR	Brit. str.	—	—	THE BANK LINE, LIMITED	On 29th Jan.
KOBE	TAIPANAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE & YOKOHAMA	JOHNEN MARU	Jap. str.	—	Terada	NIPPON YUSEN KAISHA	On 31st inst.
KOBE & YOKOHAMA	KAMO MARU	Jap. str.	—	Shimizu	NIPPON YUSEN KAISHA	On 1st Jan. at 11 A.M.
KOBE & YOKOHAMA	FAUSANG	Brit. str.	—	H. S. Malkin	JARDINE, MATHESON & Co., Ltd.	On 3rd Jan. at D'light.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 15th Jan. at 5 P.M.
KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 5th Jan. at D'light.
KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	S. Finderson	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
KOBE & YOKOHAMA	KUNOW	Brit. str.	1 m.	E. H. Laver	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
KOBE & YOKOHAMA	DUNDEE	French str.	—	—	MESSAGERIES MARITIMES	To-morrow, at 10 A.M.
KOBE & YOKOHAMA	NILE	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 31st inst.
KOBE & YOKOHAMA	HAIRATA MARU	Jap. str.	—	Kawashima	NIPPON YUSEN KAISHA	On 31st inst.
KOBE & YOKOHAMA	CHIPSING	Brit. str.	—	Schenk	JARDINE, MATHESON & Co., Ltd.	On 31st inst. at Noon.
KOBE & YOKOHAMA	LUCHOW	Brit. str.	1 m.	J. Meakrol	BUTTERFIELD & SWIRE	On 31st inst. at 4 P.M.
KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	On 3rd Jan. at D'light.
KOBE & YOKOHAMA	ARADIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On 1st Jan. at 4 P.M.
KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	Lloyd Jones	BUTTERFIELD & SWIRE	On 3rd Jan. at D'light.
KOBE & YOKOHAMA	LIENSING	Brit. str.	—	Carle	JARDINE, MATHESON & Co., Ltd.	On 3rd Jan. at D'light.
KOBE & YOKOHAMA	HANGSANG	Brit. str.	—	Spencer White	JARDINE, MATHESON & Co., Ltd.	On 5th Jan. at D'light.
KOBE & YOKOHAMA	HIRABA	Brit. str.	—	Refner R.N.R.	DAVID SASSON & Co., Ltd.	On 19th Jan.
KOBE & YOKOHAMA	HOHONG	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE & YOKOHAMA	HOHONG	Dut. str.	1 m.	McClulloch	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
KOBE & YOKOHAMA	KIYO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 2nd Jan. at Noon.
KOBE & YOKOHAMA	SOSHU MARU	Jap. str.	—	K. Hattori	OSAKA SHOSEN KAISHA	On 6th Jan. at 8 A.M.
KOBE & YOKOHAMA	DAIJI MARU	Jap. str.	—	S. Tokunaga	OSAKA SHOSEN KAISHA	On 3rd Jan. at 10 A.M.
KOBE & YOKOHAMA	CHONGKING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LARPAK & Co.	To-day, at 1 P.M.
KOBE & YOKOHAMA	HAITANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LARPAK & Co.	On 1st Jan. at 1 P.M.
KOBE & YOKOHAMA	HAITANG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LARPAK & Co.	On 5th Jan. at 1 P.M.
KOBE & YOKOHAMA	TAMING	Brit. str.	1 m.	Pennelather	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
KOBE & YOKOHAMA	RUICHOW	Brit. str.	1 m.	Shano	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 2nd Jan. at 3 P.M.
KOBE & YOKOHAMA	THAN	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	On 5th Jan. at 3 P.M.
KOBE & YOKOHAMA	YUENSANG	Dut. str.	—	Tough	JARDINE, MATHESON & Co., Ltd.	On 9th Jan. at 3 P.M.
KOBE & YOKOHAMA	YUENSANG	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE & YOKOHAMA	YUENSANG	Dut. str.	—	—	NIPPON YUSEN KAISHA	To-morrow.
KOBE & YOKOHAMA	YUENSANG	Dut. str.	—	—	OSAKA SHOSEN KAISHA	To-morrow, at Daylight.
KOBE & YOKOHAMA	YUENSANG	Dut. str.	—	—	THE BANK LINE, LTD.	End February.
KOBE & YOKOHAMA	YUENSANG	Dut. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 5th Jan. at 11 A.M.
KOBE & YOKOHAMA	YUENSANG	Dut. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst. at 8 A.M.
KOBE & YOKOHAMA	YUENSANG	Dut. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 8 A.M.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1915.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER						TO L'POOL		FROM L'POOL		FROM VANCOUVER					
STAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Quebec	STAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Arrive	Arrive	Arrive
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sailings Temporarily Withdrawn.															

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPRESS OF RUSSIA	£71.10	£71.10
EMPRESS OF ASIA	£65	£65
EMPRESS OF INDIA	£65	£65
EMPRESS OF JAPAN	£43	£45
MONTEAGLE	£43	£45

Hour of Departure.—All Steamers sail from Hongkong at NOON.
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with SUIK MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"

registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

Hotels.—The service furnished by the Company's chain of Hotels is unsurpassed. THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Prys.

SHIPPING IN PORT.

STEAMERS.

ANNA, Norwegian str., 1,017, A. Arntzen, 24th December—Kohsichang 16th December, Rice.—Thoresen & Co.

CANADA MARU, Japanese str., 6,000, H. Yamamoto, 28th December—Tacoma 24th November, General.—Osaka Shosen Kaisha.

CANTON MARU, Japanese str., 1,907, S. Fujii, 24th December—Nagasaki 17th December, Coal.—Mitsui Bussan Kaisha.

CHIO MARU, Japanese str., 7,250, Wm. W. Greene, 25th December—San Francisco 28th November, General.—Toyo Kisen Kaisha.

DAIYA MARU, Japanese str., 1,734, K. Goto, 25th December—Karatani 28th December, Coal.—Mitsui Bishi Goshi Kaisha.

GLONGYIN, British str., 3,059, Jones, 25th December—Shanghai 23rd December, General.—Swatow 25th December, General.—Douglas Laprak & Co.

HAICHING, British str., 1,967, W. C. Passmore, 25th December—Swatow 25th December, General.—Douglas Laprak & Co.

HAIMUN, British str., 641, A. H. Stewart, 27th December—Swatow 26th December, General.—Douglas Laprak & Co.

HANGCHOW, British str., 999, Wake, 25th December—Daly 20th December, General.—Order.

HERCULES, Norwegian str., 2,997, Wilhelmsson, 25th December—Chingwan-ko 18th December, Coal.—Chinese.

HONG MOH, British str., 2,555, J. Theaud, 25th December—Singapore 18th December, General.—Order.

Hsin Fung, Chinese str., 1,355, Hamblin, 28th December—Tientsin 20th December, General.—Chinese.

ICHANG, British str., 1,228, L. F. Pike, 25th December—Tientsin 18th December, General.—Butterfield & Swire.

IXION, British str., 6,527, G. L. Stout, 25th December—Liverpool 8th November, General.—Butterfield & Swire.

KANBU, British str., 1,350, P. Monkman, 26th December—Swatow 25th December, Rice.—Butterfield & Swire.

KINYOCH, British str., 2,900, A. F. Gil-mour, 24th December—Singapore 18th December, General.—Butterfield & Swire.

KIYO MARU, Japanese str., 1,993, K. Ogawa, 27th December—Moji 20th December, Coal.—Order.

KWANGLO, Chinese str., 1,403, McArthur, 26th December—Shanghai 23rd December, General.—Chinese.

LAERTIS, British str., 1,350, A. Jenkins, 27th December—Saigon 22nd December, Rice.—Chinese.

LOKSANG, British str., 978, D. W. Ritchie, 25th December—Moji 23rd December, Rice.—Jardine, Matheson & Co.

LOOCHAN, Russian str., G. Anastassoff, 26th December—Vladivostok, Timber.—Russian Volunteer Fleet.

NAMSANG, British str., 2,501, H. W. Gilroy, 26th December—Moji 21st December, Rice and General.—Jardine, Matheson & Co.

PATELLA, British str., 3,001, J. R. Nasbet, 24th December—Singapore 17th December, Bulk Oil.—Asiatic Petroleum Co.

PROMETHEA, Norwegian str., 1,064, N. Jensen, 25th December—Bangkok 18th December, Nil.—Thoresen & Co.

SABINE RICKMANS, Dutch str., 573, Schermann, 26th December—Swatow 25th December, Ballast.—Asiatic Petroleum Co.

SALAHADIN, Dutch str., 1,230, Luberg, 23rd December—Shanghai 18th December, Ballast.—Asiatic Petroleum Co.

SHIDZUKA MARU, Japanese str., 4,072, M. Deguchi, 20th December—Shanghai 17th December, Flour and General.—Nippon Yusen Kaisha.

SUYEIRO MARU, Japanese str., 1,600, K. Iguchi, 24th December—Yayeyama 21st December, Coal.—Order.

TACOMA, British str., 4,006, Geo. Harding, 26th December—San Francisco 26th December, Petroleum.—Standard Oil & Co.

TAISHO MARU, Japanese str., 2,519, J. Ogawa, 24th December—Moji 23rd December, Coal.—Mitsui Bussan Kaisha.

TAMING, British str., 1,250, G. H. Pennefather, 24th December—Manila 21st December, General.—Butterfield & Swire.

TOBA MARU, Japanese str., 3,610, T. Takano, 25th December—Moji 20th December, General.—Nippon Yusen Kaisha.

YATSHING, British str., 1,424, Meyerick, 24th December—Yokohama 16th December, General.—Jardine, Matheson & Co.

YUENOW, British str., 1,200, H. Sommer, 24th December—Shanghai 21st December, General.—Butterfield & Swire.

YUSHUK, Chinese str., 1,097, Legge, 24th December—Tientsin 17th December, General.—Chinese.

Ulv, Norwegian str., 855, J. Pedersen, 27th December—Bangkok 17th December, Rice.—Chinese.

PASSENGERS.

Per Luchow, from Shanghai, Mrs. Pearson and Mr. Jensen.
Per Nera, for Hongkong, from Shanghai, etc., Mr. and Mrs. Barnard, Mr. Miltown, Mr. F. Barnard, Mr. Sergeant, Mr. W. E. Munsay, Mr. M. Reid, Mr. R. P. Ouldou, Mr. Pierret, Mr. Carmat and Mr. Anderson.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

Hongkong, 16th April, 1914.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE Capt. H. Powell	About 31st Dec.	Freight and Passage.
SHANGHAI	ARCADIA Capt. S. Barham	4 P.M. 1st Jan.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	NAGOYA Capt. W. H. Sweny, R.N.R.	Noon, 1st Jan.	See Special Advertisement.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAGOYA Capt. W. H. Sweny, R.N.R.	Noon, 1st Jan.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.
For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th December, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KANCHOW"	On 29th Dec., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 29th Dec., 4 P.M.
NINGPO and SHANGHAI	"HOIHOW"	On 30th Dec., 4 P.M.
MANILA	"HUIHOW"	On 30th Dec., 4 P.M.
HOIHOW and HAIPHONG	"HUIHOW"	On 30th Dec., 4 P.M.
SHANGHAI	"LUCHOW"	On 31st Dec., 11 A.M.
SHANGHAI	"CHENAN"	On 31st Dec., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 3rd Jan., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE Weekly.
S.S. "LINTAY" and S.S. "SANTU".
MANILA LINE—TWIN-SCREW STEAMERS "CHINEHA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
HONGKONG, 29th December, 1914. TELEPHONE 36. AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	2nd Jan.	On 29th Jan., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Room has Electric Fans. A fully qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

S.S. "ORISSA" 5,435 tons, Capt. Refaan, R.N.R., will be despatched for SHANGHAI, VLADIVOSTOCK, KOBE and MOJI on 15th January.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
HONGKONG, 25th December, 1914. AGENTS

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 29th Dec., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 1st Jan., at 1 P.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 5th Jan., at 2 P.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 29th December, 1914.

TOYO KISEN KAISHA, NIPPON YUSEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots	TUES., 5th Jan.
TENYO MARU	22,000—21 knots	TUES., 26th Jan.
NIPPON MARU	11,000—18 knots	TUESDAY, 9th Feb.
SHINYO MARU	22,000—21 knots	TUES., 23rd Feb.

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at NOON.
"Manila" at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	" " " £96.10.
" " " SAN FRANCISCO	£45.	" " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU	17,200—15 knots	Saturday, 9th Jan.

For Full Particulars as to Passage and Freight, apply to—

O. WURIU, ACTING AGENT,
King's Building.

TELEPHONE 291.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	DUMBEA	On 30th Dec., at 10 A.M.
	HOMEWARD	
MARSEILLES VIA PORTS	NERA	On 29th Dec., at 11 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

For VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Steamer	Captain	Leaving
"CANADA MARU"	H. Yamamoto	WED'DAY, 6th Jan., at 5 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 29th Jan., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	T. Miyata	WED'DAY, 30th Dec., D'light.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	SATURDAY, 2nd Jan., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJI MARU"	S. Tohuzaki	SUNDAY, 3rd Jan., at 10 A.M.
"DAIJI MARU"	K. Murakami	SUNDAY, 10th Jan., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Hattori	WED'DAY, 6th Jan., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor, No. 1, Queen's Building.

774.

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES AND LONDON	FUSHIMI MARU Capt. Terawa	25,000	WED'DAY, 30th Dec. at 10 A.M.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. Fraser	16,000	WEDNESDAY, 13th Jan., at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA STANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SHIDZUOKA MARU Capt. Deguchi	12,500	THURSDAY, 29th Dec., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TAMBA MARU Capt. Nagasawa	12,500	TUESDAY, 12th Jan., at Noon.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	NIKKO MARU Capt. B. Takeda	9,600	WEDNESDAY, 13th Jan., at Noon.
	HITACHI MARU Capt. Soyeda	13,500	WEDNESDAY, 10th Feb., at Noon.
BOMBAY VIA SINGAPORE, and COLOMBO	RANGOON MARU Capt. Nomura	10,000	WED'DAY, 30th Dec.
KOBE	JINSEN MARU Capt. Torada	6,000	THURSDAY, 31st Dec.
SHANGHAI and KOBE	HAKATA MARU Capt. Kawashima	1,250	THURSDAY, 31st Dec.
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU Capt. Sato	13,500	WED'DAY, 13th Jan., at 5 P.M.
KOBE and YOKOHAMA	KAMO MARU Capt. Shimizu	16,000	FRIDAY, 1st Jan., at 11 A.M.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

[Steamers.

Displacement.

Steamers.	Displacement.	Leave Hongkong.
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	16,000	11th Feb.
KASHIMA	20,000	25th Feb.
MISHIMA	16,000	11th Mar.
SUWA	25,000	25th Mar.
ATSUTA	16,000	8th Apr.
YASAKI	25,000	22nd Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	30th May.
FUSHIMI	25,000	3rd June.

FOR AMERICA.

MARU

Steamers.	Displacement.	Leave Hongkong.
AKI MARU	12,500 Tons	Tues., 26th Jan.
SADO	12,500	9th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUOKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May.

For Further Information.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241. 18-2-10

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer from	Leave	Due at	Due at
YOKOHAMA	COLOMBO.	SHANGHAI	HONGKONG	MARSEILLES and LONDON	MARSHILL	PLYMOUTH	PLYMOUTH
p.m.							
Dec. 17	NAGOYA	Dec. 28	Jan. 1	MOREA	Friday	Thursday	Feb. 5
Jan. 4	ARCADIA	Jan. 12	Jan. 15	MALOA	an. 30	Feb. 2	Feb. 10
Jan. 18	NUBIA	Jan. 25	Jan. 28	MALOA	Feb. 13	Feb. 19	Feb. 27
	ORIENTAL	Feb. 8	Feb. 12	MALOA	Feb. 27	Mar. 5	Mar. 13
Mar. 1	MALTA	Feb. 23	Feb. 27	EGYPT	Mar. 27	Mar. 19	Mar. 27
	SARDINIA	Mar. 8	Mar. 12	MEDINA	Mar. 27	Apr. 2	Apr. 10
Mar. 29	NUBIA	Mar. 22	Mar. 25	NON-OLIA	Apr. 10	Apr. 16	Apr. 24
Apr. 12	ORIENTAL	Apr. 5	Apr. 9	MALWA	Apr. 24	Apr. 30	May 7
	MALTA	Apr. 20	Apr. 24	MOK-A	May 8	May 14	May 22
	SARDINIA	May. 3	May. 7	MALOA	May 22	May 28	June 5

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon "A"	Accommodation Single £65.	Return £91.
2nd Saloon "A"	" " " £59.	" " £89.
3rd Saloon "A"	" " " £44.	" " £66.
1st Saloon "B"	Accommodation Single £51.	Return £71.
2nd Saloon "B"	" " " £45.	" " £63.
3rd Saloon "B"	" " " £33.	" " £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
NAGOYA	about Dec. 17	about Dec. 28	about Jan. 1	about Jan. 8	about Feb. 3	about Feb. 11
NANKIN	about Jan. 4	about Jan. 15	about Jan. 20	about Jan. 26	about Feb. 2	about Feb. 10
NILE	about Jan. 19	about Jan. 23	about Feb. 3	about Feb. 9	about Mar. 3	about Mar. 11
PARUR	about Mar. 2	about Mar. 12	about Mar. 17	about Mar. 23	about Apr. 17	about Apr. 25
KOBE	about Mar. 29	about Apr. 9	about Apr. 14	about Apr. 20	about May 18	about May 27
NEL ORE	about Apr. 12	about Apr. 24	about Apr. 28	about May 4	about Jun. 2	about Jun. 10
NAGOYA	about May 10	about May 21	about May 26	about June 1	about June 29	about July 8

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return.

FARES TO MARSEILLES: 1st Saloon £46 Single; 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SUBTAX OF 10%.

For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

